



## Chapter 5

# **Management Strategies**

*This chapter describes the preservation, enhancement, interpretation, and marketing strategies that are needed to achieve the goals and objectives developed by the Citizen Advisory Group (Chapter 2). The recommended strategies are summarized on the first two pages of this chapter and detailed in the pages that follow. Specific implementation recommendations are described in Chapter 6, Action Agenda.*

## **Directing the Plan's Implementation**

The management strategies were developed in conjunction with the Partnership Development Team and the Citizen Advisory Group and revised based on questions and comments received throughout the public process used to develop the plan. The goals and objectives were used as a starting point and refined.

Case study locations were identified and used to develop site-specific examples illustrating high priority management strategies. The case studies served as a means of developing early action projects with enough detail that funding could be pursued immediately. The case studies were also selected because they best exemplified the problems and opportunities found along the byway and could serve as models for resolving similar problems or taking advantage of similar opportunities in other locations.

## **Stewardship**

The first major goal of the Corridor Partnership Plan is to preserve the special qualities and resources of the corridor for present and future generations, including residents, communities, and visitors.

The special qualities and resources of the Byway described in Chapter 4 include specific "scenic byway features" such as vulnerable historic sites and cultural elements (described in greater detail in Appendix A1) and resource areas, such as the scenic settings of the old National Pike towns. Preservation and conservation of resources will be accomplished utilizing the following strategies (described in more detail starting on page 5-3):

- 1) Amend existing comprehensive and open space plans to acknowledge and recognize the preservation and open space conservation needs of the Byway;
- 2) Seek immediate funds to establish an emergency revolving fund for preservation and conservation priorities under immediate conversion pressure. Focus use of funds to stabilize structures from the early period of the route (especially inns, mile houses, mile posts, stone bridges, etc.) (Figure 5-1);
- 3) Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties;
- 4) Seek assistance from the Maryland Historical Trust, Maryland



Environmental Trust, University of Maryland, Preservation Maryland, local historical societies, and other civic organizations to prepare detailed, county-based preservation plans for the recurring elements found along the Byway from each of the three distinct periods of the route's transformation (e.g. mileposts, inns and taverns, mile houses, springs, etc.). A preservation "summit" will be held in conjunction with the National Road Alliance meeting in July, 2001, to organize the detailed preservation planning effort; and

- 5) Begin the process of establishing some form of special assessment program to establish a permanent source of funding for preservation actions along the Byway.

### **Enhancement**

A second major goal of the Plan is to make travel along the Byway easier and more enjoyable for all users. Enhancement strategies focus on both specific projects (such as the development of interpretive waysides) or longer-term policy development (such as the development and adoption of guidelines to improve roadside character over time). Enhancement strategies are described in more detail starting on page 5-14 and include:

- 1) Develop and pursue a corridor wide (eight jurisdiction) grant application to make it easier to follow the Maryland Historic National Road Scenic Byway (wayfinding) or learn about and enjoy the Byway (waysides and exhibits) - submit by June, 2001 for FY 2002 funding through the FHWA Scenic Byway Program;
- 2) Jointly (Maryland State Highway Administration and each of the localities) develop and adopt guidelines for gently guiding roadside development along the Byway;
- 3) Establish permanent funding for and hire a circuit rider to assist corridor communities in developing alternative approaches to roadside development and give free technical assistance;
- 4) Develop detailed plans with design guidelines for each aging commercial strip and other areas of disinvestment including Frederick Avenue in Baltimore City, Mt. Airy, Frederick's Golden Mile, Route 144 west of Hagerstown, and LaVale; and
- 5) Begin the process of establishing some form of special assessment program to establish a permanent source of funding for enhancement actions along the Byway (in conjunction with preservation actions).

### **Interpretation, Marketing, and Promotion**

A third major goal of the Plan is to attract a wider range of visitors to the Byway through interpretive, marketing, and promotional efforts geared towards people who are already coming to the area for different reasons. Recommendations are described in more detail starting on page 5-32, under Capturing the Visitor's Attention, and include:

- 1) Seek designation as an All-American Road with the five other National Road states;



*Figure 5-1 The Old South Mountain Inn, the Flintstone Hotel, and the Six Mile House represent some of the most significant types of historic structures found along the Byway, exhibiting varying degrees of preservation – from, respectively, a well preserved inn, to a hotel with preservation underway, to a milehouse in desperate need of help (bottom photo by Francis Zumbrun).*



*Figure 5-2 Preservation of broad landscapes and scenic views, such as the Byway in the vicinity of South Mountain, should receive the highest priority.*

- 2) Develop a common logo and promotional materials designed in conjunction with prototypical wayfinding signs and interpretive wayside and exhibits;
- 3) Develop portable media to make it easier to learn about and visit the Byway, being sure to cross-market with nearby facilities and programs with similar audiences (e.g. Civil War trail, Heritage Areas, Adventure Sports, etc.);
- 4) Develop an interpretive master plan to coordinate the telling of the stories of the corridor; and
- 5) Work with existing groups to reestablish the National Road and Pike festivals in each of the counties along the route.

## **Preserving the Byway**

This section focuses on how to preserve the resources and features that make the Maryland Historic National Road Scenic Byway an attractive part of a traveler's itinerary and a vital part of the communities through which it passes. Too often, promoters of scenic byways and heritage areas push the marketing efforts too far in advance of preservation actions. The result is that people are enticed to come to a place that may not look or feel all that different from where they just left. They will never come back.

Preserving the best qualities of the Byway requires the following steps:

- Establishing priorities for preservation and conservation;
- Gaining greater recognition for the significance of the corridor;
- Planning for preservation and conservation action;
- Organizing for preservation and conservation action; and
- Funding preservation and conservation action.

### ***Establishing Priorities for Preservation/Conservation Action***

Critical to setting priorities for protecting the Byway is the identification of special resources and relating them to communities' needs and the visitor experience. Special resources may include sites, neighborhoods, communities, or larger areas (cultural landscapes, natural areas, or scenic views). Special resources and features have been inventoried along the Byway and are included as Figures 4-51 through 4-60 at the end of Chapter 4.

The next step in the preservation process is to prioritize preservation needs. In general, the following factors should be considered in setting priorities for preservation or conservation action:

- 1) Areas where the goal is to attract visitors to interpretive sites, recreational offerings, or visitor services (especially retail offerings, specialty restaurants and lodging, or other "heritage tourism" amenities) should receive "first priority" attention for preservation action. Of particular concern are the few remaining resources that are from the "Heyday" of the National Road (18th century and first half of the 19th century);





- 2) Areas where a high degree of integrity of “scene” exists but where visitor activity is expected to be low (cultural landscapes, natural areas, or scenic views) should be assessed for threats and early action as needed. Typically these areas include the settings for many of the small towns found along the Byway, agricultural lands, and the landscapes adjacent to existing parks and protected natural areas. As part of the resource inventory, scenic views have been identified and mapped and their locations compared with the locations of already protected lands to determine their vulnerability to future change. Areas currently not protected and adjacent to existing protected lands should receive the highest priority within this category (See Figure 5-2); and
- 3) Areas where integrity is lacking, or where significant noncontributing features intrude (e.g., signs, strip mall development, modern subdivisions, unattractive utility installations) should be targeted for attention as investment becomes available or redevelopment begins to occur. Areas that affect the resources described for first priority attention above should receive a higher rating. These priorities are discussed on page 5-14 under Enhancing the Byway.

### ***Gaining Greater Recognition for the Significance of the Corridor***

This plan seeks designation of the entire Maryland Historic National Road Scenic Byway as an All-American Road (part of a six-state effort). With that comes added funding opportunities for implementation of this plan, plus national promotion of the road as a special destination for the many Americans who enjoy driving for pleasure and exploring historic places.

In addition to this special designation, there are other important national, state, and local designations of special sites and resource areas that should be pursued beyond those that are already in place. These added designations accomplish two things: first, they contribute to the overall sense of the significance of the corridor; and second, they carry with them special programs to aid in the preservation and conservation of the designated resources. These programs may include tax incentives for property owners, special grants available only to designated resources, preferences in other funding programs, and special review requirements for state and federal projects that may affect the resources.

#### ***National Register of Historic Places***

Listings in the National Register of Historic Places (NRHP) are generally accompanied by similar recognition at the state level. Listing in the NRHP establishes certain review requirements for state and federal projects, can lead to preferential treatment in funding programs, and can enable owners of commercial properties to take advantage of significant federal tax incentives for preservation.

### **National Register of Historic Places: Sites and Districts on the Byway Itself**

#### Baltimore City

- Business and Government Hist. District
- Emerson Bromo-Seltzer Tower
- Loft Hist. District North
- Turner-White Casket Co. Building
- Heiser, Rosenfeld and Strauss Buildings
- Davidge Hall, University of MD
- St. Paul's Cemetery
- B & O Railroad Museum
- Gandy Belting Co. Building
- Erlanger Building
- Sonneborn Building
- Wilkens-Robins Building
- Barre Circle Historic District
- Union Square-Hollins Market Hist. District
- Loudon Park National Cemetery
- Schwartze Mansion

#### Baltimore County

- Old Catonsville High School
- Ellicott Mills Hist. District (Oella)
- Gary House/Summit

#### Howard County

- Ellicott City Hist. District
- Ellicott City Station, B&O Railway

#### Frederick County

- New Market Hist. District
- Frederick Armory (City of Frederick)
- Loats Female Orphan Asylum (City of Frederick)
- Hessian Barracks (City of Frederick)
- Frederick Hist. District

#### Washington County

- Bowman House (Boonsboro)
- Maryland Theatre (Hagerstown)
- Price-Miller House (Hagerstown)
- Old Washington Co. Library (Hagerstown)
- Colonial Theatre (Hagerstown)
- Hagerstown Charity School
- Washington Co. Courthouse (Hagerstown)
- Western Maryland Railway Station (Hagerstown)



#### Washington County, continued

- S. Prospect Street Hist. District (Hagerstown)
- Potomac-Broadway Hist. District (Hagerstown)
- Hagerstown Commercial Core Hist. District
- Hagerstown Hist. District
- R.H. Wilson Complex (Wilson)
- Wilson Bridge (Wilson)
- C&O Canal (Hancock)

#### Allegany County

- Flintstone Hotel (Flintstone)
- Stone House (w. of Flintstone)
- Breakneck Road Historic District
- Six Mile House (E. of Cumberland)
- Early Frame House near Mt. Pleasant Rd (e. of Cumberland)
- Colonial Manor (east Cumberland)
- George Truog House (Cumberland)
- Cumberland YMCA (Cumberland)
- Dr. Thomas Koon House (Cumberland)
- Cumberland City Hall
- Downtown Cumberland Hist. District
- Cumberland Hose Co. (Cumberland)
- LaVale Toll Gate House (LaVale)
- Four Mile House (LaVale)
- Five Mile House (LaVale)
- Hocking House (Frostburg)
- Frostburg Historic District

#### Garrett County

- Tomlinson's Inn (near Grantsville)
- Stanton's Mill (Grantsville)
- Main Building at Penn Alps (E. of Grantsville)
- Casselman River Bridge
- Fuller-Baker Log House (near Grantsville)
- The Casselman Inn (Grantsville)

List compiled from NRHP database with assistance from the Maryland Historical Trust. See Appendix A1 for a descriptive inventory of historic resources found along the National Road corridor, including additional NRHP sites located near, but not on, the Byway, as well as other related sites.

Owners of both commercial and residential properties can avail themselves of similar state tax incentives.

There are over 60 National Register sites and districts and approximately 300 additional listings on the Maryland Inventory along the Maryland Historic National Road Scenic Byway. Many of the repeating elements from the "Heyday" of the National Road, such as the stone bridges, mile markers, mile houses, inns and taverns, and toll houses are already listed in the National Register (and the Maryland Inventory). However, there are a few remaining sites that are not listed and should be, such as the Puzzly Run bridge, an old stone bridge east of Keyzers Ridge in Garrett County. Priorities for designation should be given to the recurring elements found throughout the Maryland Historic National Road Scenic Byway corridor:

- Recurring elements from the "Heyday" of the National Road should be given highest priority for designation, if not already designated. These include the original mile markers, inns and taverns, toll houses, mile houses, mills, and stone bridges not currently listed or protected;
- Second priority should be given to recurring elements from the Agricultural and Trade Era – farmsteads, churches, Victorian homes, cemeteries, railroad bridges and stations (e.g., Western Maryland Railroad Bridge is state listed but not National), hotels, workers' housing (e.g., Eckhart); and
- Recurring elements from the Revival period (pre-1950) – inns and motels, commercial buildings (e.g., Catonsville), garages and repair shops, roadside stands, and preserved sections of the original alignments.

#### *Local Historic Districts*

Establishment of local historic districts enables private owners to tap into important local and state tax incentives for preservation of residential as well as commercial properties. The same priorities should be established for establishing local districts, as with the National Register designations.

#### *Other Designations*

There are a number of additional designations that intersect with the Byway, such as scenic byways (state and federal), greenways (local), scenic rivers (state) and Heritage Areas (state). In addition, greenways and heritage areas offer added attractions for the Byway visitor experience, allowing for recreation and "sidetrack" excursions that extend the stay of visitors, an important economic goal of the Corridor Partnership Plan.

In Maryland, the Smart Growth Initiative provides additional designations that establish priority and eligibility for state funding. Rural Legacy areas refocus state agency conservation efforts on targeted areas (see sidebar, page 5-6). These designations



encourage preservation activities well beyond the Byway corridor. Designation as a Priority Funding Area in Maryland also establishes priority for funding over other projects. Priority Funding Areas are those targeted to accommodate future growth and development. While preservation issues can be even more critical within areas targeted for growth, such as Catonsville, such priorities for funding can lead to significant new investment by enhancing and redeveloping communities. Funding and state programs geared towards Priority Funding Areas will be discussed further starting on page 5-14, Enhancing the Byway.

#### Greenways and Scenic Rivers

Maryland's statewide "Green Infrastructure" initiative has produced an excellent inventory of existing and proposed greenways throughout the state, many of which cross the Byway. Conservation efforts associated with these greenway projects overlap with the interests of the Byway and where these overlaps occur, coordinating efforts can achieve a higher level of conservation action than each individual project could accomplish.

Additional greenway designations and subsequent adoption in County Comprehensive Plans would provide access to statewide open space funds. Both the Monocacy (Figure 5-3) and the Conococheague Rivers (Figure 5-4) present excellent opportunities for greenway designation and subsequent pursuit of Program Open Space funds. The currently designated greenways (either existing or planned) that cross the Byway include:

- Savage River State Forest;
- Rocky Gap Greenway;
- The Potomac River Greenway;
- Green Ridge;
- Allegheny Passage Trail;
- Western Maryland Rail Trail;
- Sideling Hill Creek;
- Indian Springs Greenway;
- C&O Canal National Historical Park;
- Middletown Greenway (proposed greenbelt);
- Catoctin-Gambrill Greenway (proposed connection to Frederick);
- Appalachian Trail;
- Patapsco Heritage Greenway;
- Catonsville Short Line Rail Road Trail;
- Catonsville #9 Trolley Trail;
- Catonsville #8 Streetcar Path;
- Gwynns Falls Greenway; and
- Baltimore Waterfront Promenade.

One option worth further consideration is to look at sections of the Byway for greenway opportunities.

#### **MARYLAND'S RURAL LEGACY PROGRAM**

*The Rural Legacy Program redirects existing state funds into a dedicated land preservation program specifically designed to limit the adverse impacts of sprawl on agricultural lands and natural resources. The program reallocates state funds to purchase conservation easements for large contiguous tracts of agricultural, forest and natural areas subject to development pressure, and fee interests in open space where public access and use is needed.*

*The Rural Legacy Program is backed with \$71.3 million in funding (1998-2002) from General Obligation Bonds, real estate transfer tax revenue for open space available to Program Open Space, and the Federal land acquisition funds that are part of the budget of Program Open Space.*

*Local Program Open Space allocations and current funding for the Maryland Agricultural Land Preservation Foundation's easement purchases remain unchanged. Program Open Space continues to use a majority of its Federal land acquisition funds for important natural and recreational areas. Funding continued at this level could protect up to 240,000 acres of resource lands by the year 2011.*

*The Rural Legacy Board within the Department of Natural Resources is responsible for reviewing applications from local governments and land trusts for the designation of Rural Legacy Areas. Applicants must submit a Rural Legacy Plan explaining how the site would be acquired and protected, and the proposal's consistency with the county's comprehensive plan.*





*Figure 5-3 A greenway is planned along the Monocacy River in Frederick County shown here near the old toll house.*



*Figure 5-4 The Conococheague River in the vicinity of Wilson presents an excellent opportunity for greenway opportunities along the Byway.*



*Figure 5-5 Frederick Avenue in Baltimore City is designated as a gateway in the Baltimore City Heritage Area.*



*Figure 5-6 Canal Place represents an excellent opportunity to interpret the National Road in relation to the Canal system that superseded it.*

### Maryland Heritage Areas

In the same manner that greenway designations provide complementary conservation interests with the Historic National Road Scenic Byway, Maryland's developing system of Heritage Areas also provides complementary interests in preservation. There are four heritage areas that overlap with or link directly to the Byway:

- The Baltimore City Heritage Area (BCHA) - The BCHA is a citywide effort. The management plan has identified Frederick Avenue (the Byway) as an important gateway (Figure 5-5). The City of Baltimore also identifies the route as a Citywide Gateway;
- Patapsco Heritage Greenway, Howard and Baltimore Counties - The Byway crosses this Heritage Area and provides excellent opportunities for cross-marketing and preservation activities. The plan includes recommendations for interpreting the Byway within the Heritage Area;
- Civil War Heritage Area, Frederick and Washington Counties - The National Road corridor forms an integral part of the touring route through the Civil War Heritage Area. Overlapping preservation needs should be fully explored in future grant applications. The National Pike, which met the National Road in Cumberland, was also an important route for the movement of armies, and is in evidence in the Civil War Heritage Area by the current road's right-of-way, by the many mile markers along the side of the old road, and by tollhouses in Braddock and on the west side of the Monocacy River east of Frederick. The National Pike was the most significant east-west highway for all three of the major battles fought in the Civil War Heritage Area; and
- Canal Place Heritage Area, Cumberland - The original National Road started here, but receives very little recognition in any of the preservation or enhancement activities planned for this Heritage Area (Figure 5-6). Consideration should be given by the Canal Place Heritage Authority to amending their plan and governing regulations to incorporate the National Road, including Wills Mountain and the Narrows. This will make it easier for the City of Cumberland to accomplish their goal of enhancing Wills Mountain and the Narrows to attract more visitors to the area – a goal that is also integral to the development of the Heritage Area. In addition, local businesses near the Narrows have begun to capitalize on the attractive view and historical interest. For example, a new wine shop has opened a viewing area to allow customers to enjoy the view (and presumably taste the wine!).

### **Planning for Preservation Action**

Both public and private land conservation organizations that fund preservation and conservation efforts want to know whether they are making a good investment in their preservation or conservation effort. The Corridor Partnership Plan is the first "broad brush" aimed at identifying preservation and conservation needs. More detailed planning is needed for each preservation or conservation project. The designations described above are often the first step in



implementing preservation and conservation plans. Such plans generally result from the following steps: delineation of the study area; study of significant features; assessments of threats and opportunities; analysis of policies (regulations, funding programs, public education campaigns, etc.) to address the threats and opportunities; and setting of priorities for action.

The following issues associated with the Byway should be considered in the preparation of more detailed plans conducted at the local level, in order to preserve specific features and other resources:

- Historic preservation planning for communities and cultural landscapes (districts/areas; sites/features);
- Community design (for areas that are not worthy of designation but could potentially detract from the overall visitor experience);
- Special views (ridgetop views and panoramas; settings for historic towns and hamlets); and
- Countywide open space resources (especially greenways and corridors, ridgetops, hillsides, and agriculture).

#### *Historic Preservation Planning for Communities and Cultural Landscapes*

The recently released (Fall 2000) report of the Governor's Task Force on the Preservation and Enhancement of Maryland's Heritage Resources places great importance on "providing incentives, such as state funding and technical support, to encourage local preservation programs to implement survey, evaluation, and preservation plans which are comprehensive and incorporate Smart Growth principles."

The report goes on to recognize that "completing surveys to locate and evaluate the condition of heritage resources is essential as a basis for planning and long-term preservation efforts. The [Maryland Historical] Trust must accelerate efforts to partner with local governments and communities undertaking this work, giving priority to those communities experiencing the most growth or disinvestment."

Several communities along the Byway have been involved in preservation efforts for decades, and are continuing their ongoing efforts to establish more historic districts, many of which intersect with the National Road corridor. For example, in Catonsville, research is currently underway or being completed for several new, potential NRHP Historic Districts, all of which abut or include the Byway.

Inventorying and prioritizing important features found along the Byway is a first step in identifying preservation needs. Efforts should now be made to prepare detailed preservation plans for specific resources that are most vulnerable. Emphasis should be placed on preparing an application for detailed preservation plans and pursuit of funding for corridor-wide features associated with the "Heyday" of the National Road, including the following:

- Mileposts (many of which are already being preserved along the



*Figure 5-7 Detailed preservation planning can provide property owners with guidance on how best to restore an historic structure, such as this nicely-restored building on Frederick Road, the Byway's name through Catonsville.*



*Figure 5-8 Preservation priorities must recognize individual properties directly related to the Byway such as the old Frederick Toll House, on the banks of the Monocacy River.*





Figure 5-9 Preservation priorities must also consider the setting of each National Pike town, such as this view from Clear Spring.



Figure 5-10 High quality views such as this view west of Grantsville near Posey Row Rd. (from the flank of Negro Mountain) should receive the highest priority for preservation.



Figure 5-11 Many of the high quality views identified by the Citizen Advisory Group and study team were of agricultural areas such as this view near Indian Springs in Washington County.

originally federally funded National Road) – emphasis should be placed on the mileposts associated with the early pikes;

- Inns and taverns; and
- Toll houses and mile houses.

It is recommended that first priority (see page 5-3) be placed on preservation planning for the following highly vulnerable areas with multiple layers of resources and already active and interested groups seeking preservation assistance:

- Frederick Avenue (Baltimore City), especially in the vicinity of the B&O Railroad Museum, Crab Corner, Westside/Shipley Hill, and Irvington – disinvestment (Case Study, Figure 5-20);
- Catonsville (Baltimore County) – growth pressure (Figure 5-7);
- Oella/Ellicott City (Baltimore County/Howard County) – growth pressure and tourism conflicts;
- Poplar Springs (Howard County) – growth pressure, high level of preservation interest (Case Study, Figure 5-21);
- Lisbon (Howard County) – growth pressure, high level of preservation interest (with Ellicott City, the only Howard County communities where zoning is enabled to allow building up to the street frontage). The Lisbon Hotel is listed on Preservation Howard County's list of "Top Ten" Endangered Sites in Howard County;
- New Market (Incorporated, Frederick County) – growth pressure, MSHA Neighborhood Conservation Project;
- Frederick Toll House - vulnerable site with existing effort underway (Figure 5-8);
- Middletown and surrounding valley (Incorporated, Frederick County) – entire valley under tremendous growth pressure, combined with multiple preservation efforts already underway;
- Boonsboro (Incorporated, Washington County) – existing effort underway;
- Funkstown (Incorporated, Washington County) – existing effort underway;
- Hagerstown (Incorporated, Washington County) – vulnerable downtown historic structures;
- Clear Spring (Incorporated, Washington County) – vulnerable lands associated with interchange and along edges of town (Figure 5-9);
- Hancock (Incorporated, Washington County) – disinvestment, vulnerable resources at interchanges;
- Town Hill Hotel (Allegany County) – vulnerable and prominent byway feature (Figure 4-19, Chapter 4);
- Green Ridge Fire Tower (Allegany County) – vulnerable and prominent byway feature;
- Fifteen Mile Creek area - preserve the log cabin that housed the first Forester Headquarters and was part of the CCC Camp and conservation movement. It may also be possible to use this as a visitor information center for the State Forest, once a new roof is provided;
- Flintstone Hotel (Allegany County) – vulnerable and prominent byway feature (Figure 5-1, middle);



- Six Mile House/Plummer's Inn (Allegany County near Rocky Gap Road) – very vulnerable and prominent byway feature from the Heyday of the National Road era (;Figure 5-1, bottom);
- Miller Brothers Garage (Allegany County near Rocky Gap Road) – vulnerable byway feature from the Revival of the National Road era (Figure 4-20, Chapter 4);
- LaVale, east of Exit 40 (Allegany County) – vulnerable resources from all three eras, planned road project (MSHA Neighborhood Conservation Program) should allow for creative solutions, but inventory work is needed (Case Study, Figure 5-22);
- Frostburg (Allegany County) – need to insure that heritage resources are included in current economic development activities; and
- Grantsville (Garrett County) – build upon existing interest, vulnerable setting in relation to I-68 interchange.

There are a number of jurisdictions, such as the City of Frederick and Baltimore County, that have worked extensively to inventory and preserve important jurisdiction-wide resources that can serve as models for other communities. New Market recently received a Maryland Historical Trust grant to prepare design guidelines for the historic district that may also serve as a guide for other jurisdictions. Counties may find it most convenient to conduct preservation planning for Byway resources within their borders. Howard County is currently pursuing funding for a county-wide historic sites survey. Coordination between the county-wide effort and additional preservation planning and research along the National Road will be mutually beneficial.

### **Special Views**

Special views along the Maryland Historic National Road Scenic Byway include both high quality views and the normal everyday views that are generally not noticed until something changes. A “high quality view” is one that is often recognized in guidebooks, is frequently photographed or painted, or is associated with a frequently visited place (Figures 5-10 and 5-11).

Everyday views, on the other hand, are those that form the backdrops or settings to our communities. They often include farms, wooded hillsides, ridgetops, or stream valleys. They comprise the majority of the rural landscape that is seen from the road. For this plan, a viewshed map was prepared showing the number of times a particular area can be seen along the road. Those places that are the most often seen, or visually prominent, are the first ones that are noticed when a special stand of trees is cleared, or a few houses developed.

Both the special views and the visually prominent everyday views along the Byway have been identified and mapped throughout the entire length of the corridor. For the purpose of planning for preservation actions, the plan recommends that higher priority be placed on those high quality views that are also visually prominent.

### **SPECIAL VIEWS**

*Locations of specific views are marked on the Conservation Priority Maps in Chapter 4, Figures 4-56 through 4-60:*

- *Baltimore County views: views of Paradise Hill and the Patapsco River*
- *Western Howard County views: Doughoregan Manor, Clear Spring Farm, and Poplar Springs views*
- *Middletown Valley views: Braddock Heights, Middletown, Bolivar, and Turners Gap (Frederick Co.)*
- *Alternate 40 views: near Benevola (Washington Co.)*
- *Hagerstown to Clear Spring views: Huyett, Spickler, Shady Bower, and Clear Spring (Washington Co.)*
- *Indian Springs views: series of five sequential views between Clear Spring and Exit 9 on I-70 (Washington Co.)*
- *Hancock area views: Stanley, Hancock and Oliver House views (Washington Co.)*
- *Scenic 40 views: Sideling Hill, Town Hill, Green Ridge (Washington and Allegany counties)*
- *Polish and Martin's Mountain views (Washington and Allegany counties)*
- *The Narrows (Allegany Co.)*
- *Savage Mountain views: including Church Run Road and the view from Walnut Hill (Garrett Co.)*
- *Little Meadows views (Garrett Co.)*
- *Negro Mountain views (Garrett Co.)*
- *Keysers Ridge views (Garrett Co.)*